

# CONGRESS TO HEAR MARINE WAGE PLEA

Negotiations With Shipping Board Fail—Several Agreements Signed.

## RECRUITING INCREASES

Shipowners Confident of Filling Berths Deserted by Strikers.

## SAILINGS ARE IRREGULAR

One Vessel Transferred From Company Signing With Unions at Old Rate.

Failure of the attempt to persuade Admiral Benson and the ship owners that wartime wages should be continued has caused the striking marine unions to carry their fight to Congress.

A hearing before the Appropriations committee will be sought by William S. Brown, president of the Marine Engineers Beneficial Association. He hopes to prove that the Government, through Chairman Benson of the Shipping Board, is shouldering the burden of the private owners. He also wishes to present figures intended to prove that because of the strike the Government is costing the Government a lot of money.

Bert L. Todd and Thomas B. Healy, spokesmen for the New York local of engineers in the inconclusive conferences at Washington, returned to this city last night and told their followers in meetings at 28 Park place and 15 Whitehall street about the dropping of negotiations. The talk in these meetings mostly favored keeping the strike going on the old basis.

Meanwhile Capt. Irving L. Evans, national director of the Shipping Board's recruiting service, reported that workers were being put aboard vessels in greater numbers than a month ago, when there was no strike.

"We are gaining. There's no doubt of it. This has been our best day since the strike began," Capt. Evans said last night. "Reports from the agencies of the Sea Service Board at the principal American ports show that the bureau placed from May 1 to May 7, inclusive, the first seven days of the strike, 1,571 men, of whom 1,512, or 95.9 per cent, were Americans. Sixty-eight were engineers. During the first week in April the bureau placed 1,062 men, of whom forty-four were engineers."

The union leaders read this optimistic summary and comparison without blinking, and then countered with an assertion that the list of ship operating companies with whom they have signed agreements at the old unreduced wage now number twelve. Three of these are members of the American Steamship Owners Association, which was supported by Winthrop L. Marvin, the association's vice-president and general manager. He remarked that the Eastern Steamship Company's traffic was largely of the summer variety, and of the defections generally he said:

"We are not surprised by the reports that they have signed with the unions. We understand their position and there is no resentment."

The owners found something to please them in the report that in the referendum on Sunday the engineers of Galveston, Mobile and Pensacola, dissenting from the decision of their comrades elsewhere, voted to accept the 15 per cent. reduction.

Effects of the strike continue to be seen in delayed and irregular sailings. Six American steamships sailed from New York yesterday. They are the Santa Marta, United Fruit Company, for Kingston; the San Juan, New York and Porto Rico Steamship Company, for San Juan; the West Segovia, Shipping Board, for Norfolk; the Misdanza, McAllister Bros., for New Orleans; the St. Mihel, army transport, for San Juan; and the Comus, Southern Pacific Company, for New Orleans.

Departure of the Clyde liner Lake Pariston for Cape Hayti was postponed to to-morrow. Other ships that expected to sail yesterday but did not, up to last night, included the Clyde liner Apache, for Jacksonville; the Colon, Panama Railroad Steamship Company, for the Canal Zone, held up since last Friday; the Clyde liner, Algonquin, for Santo Domingo; and the City of Savannah, Ocean Steamship Company, for Havana. The engineers union revelled in big

# Mother Cat Saves Four Kittens at Barn Fire

Special Dispatch to THE NEW YORK HERALD.

MIDDLETOWN, N. Y., May 10. When fire threatened the destruction of a large barn here to-day four small kittens were carried to safety, one at a time, by the mother cat while firemen were fighting the flames. The old cat appeared to be the only living creature about the place free from the excitement of the occasion.

It is said that three ships that "sailed" from this port recently crawled around into Jamaica Bay and, having made their showing, dropped anchor. At the office of the Shipping Board this was contradicted. A few ships, as they often do, had gone into Jamaica Bay on account of weather conditions but had not stayed, the board man said. But anyway, the engineers say their reports indicate that the proportion of "fair" ships—that is, those with union crews at the old wage to "unfair" ships sailing since the strike began is as 11 is to 20.

A Shipping Board vessel, the Collin H. Livingston, has been taken away from the United States Transport Company, and allocated to the Pacific Steamship Company at Seattle by order of Admiral Benson, the New York office of the Shipping Board was informed yesterday. The reason was not given. Admiral Benson threatened last week to withdraw ships from any company signing with the unions at the old scale. The United States Transport Company, controlled by Charles W. Morse, has done this, according to the unions. The Collin H. Livingston signed a new contract with the American Shipmasters Association of the Pacific Coast, which Benson has notified the Shipping Board that the working conditions set forth by Admiral Benson are agreeable to its members.

"There has been no stampede of the ship owners and that is why I believe the strike will end soon," Mr. Marvin said last night.

## CHILVERS AND GROEHL QUIT WHITMAN STAFF

Neither Has Received Any Salary for Five Weeks.

William Chilvers and Frederick J. Groehl resigned last night as special assistant District Attorneys. They have been aiding former Gov. Charles S. Whitman in his investigation of the city administration. It is understood that they both felt that unless they resigned the Board of Estimate would not authorize an appropriation of \$20,000 which Mr. Whitman has asked to continue the inquiry. Neither of them has received any salary for five weeks.

Mr. Chilvers has been investigating automobile thefts; Mr. Groehl has devoted his time to bootlegging and dock contracts. Both declared that their relations with Mr. Whitman and District Attorney Swann were most cordial.

# RIOTING BALTIMORE STRIKERS FOILED

Custom House Stormed to Get at Negroes Who Went to Work at Docks.

Three hundred marine strikers and sympathizers stormed the doors of the Baltimore Custom House yesterday, trying to get at negro strike breakers. About seventy-five negroes were sitting along the Custom House wall when the mariners sallied into them. All over the square could be seen three or four strikers beating one negro. The strikers yelled an imitation of the Indian war-whoop. Most of the negroes ran into the Custom House.

As the rioters surged after them the doors were slammed. At that moment police reserves arrived with drawn pistols and scattered the mob. Several negroes being escorted through the crowd by policemen were attacked. A group of strikers or sympathizers stopped a street car, but were driven back by the police when trying to get into the car and drag out a strike breaker.

The marine strike situation in Boston Harbor improved yesterday, a despatch to THE NEW YORK HERALD reports. Seven tugboats were in service, as compared with three on Monday, and the owners claim a victory in operating tugs with wages lowered 15 per cent. Men on the ocean tugs Patience and International, arriving with barges from Philadelphia, refused to recognize a strike order from the unions. Complaint that two engineers of Boston tugs left their craft without proper motive has been filed with the United States Inspectors of Steam Vessels in a test case.

The strike hit Fall River for the first time. Union agents called three union firemen from the tug Watuppa of the Staples Transportation Company. The tug was to go to New Bedford, but is tied up at Fall River.

At New Orleans the Shipping Board manager reported the situation as "greatly improved." A hearing on an application for an injunction to prevent strikers from interfering with operation of Shipping Board vessels is to be held in the United States District Court on Friday.

American shipping is almost all tied up at Norfolk. Idle ships are under guard. The Government is ready for immediate action if the strikers try to carry out their threat of shutting off the forries and the steamboat lines to Baltimore and Washington.

At Newport News Chesapeake and Ohio tugboat engineers went on strike, refusing to move American or British ships. The port of Hampton Roads will remain open, however, as ships will be docked by masters and pilots.

At Mobile the strike is virtually at an end. Tugboats are idle, but most of the Shipping Board vessels are moving in and out of docks under their own steam. Former union machinists, who have been on strike, are applying for jobs as oilers on steamships. The marine engineers have voted to accept the Shipping Board's terms, but are awaiting word from their national headquarters before going to work.

# LADIES' GARMENT UNION RESTRAINED BY COURT

Must Not Interfere With Toledo Jobbing Company.

Supreme Court Justice McAvoy granted yesterday an injunction restraining the International Ladies' Garment Workers Union from interfering with the jobbing operations of the Cohen, Friedlander & Martin Company of Toledo, formerly engaged in manufacturing women's wearing apparel. According to the company's complaint, the union workers in the manufacturing plant it maintained in Toledo curtailed their output when improved machinery was installed, so the concern decided to close down the plant December 1 last and engage merely in jobbing, and notified the union to that effect.

Ever since, it was alleged, the union has undertaken to prevent the company from operating as a jobber and has tried to force the concern to reopen its manufacturing plant. The plaintiff declared that the union falsely declared a strike on at the plant, insisted that no other jobber or manufacturer should supply the company with merchandise, and started strikes at factories attempting to produce for the Toledo company, such strikes being discontinued only after the manufacturers agreed to repudiate outstanding contracts with Cohen, Friedlander & Martin.

The action was brought here because the headquarters of the union and most of the manufacturers alleged to have been intimidated are located in New York.

## PRALL IS REELECTED EDUCATION BOARD HEAD

Ryan Named Vice-President Without Contest.

The Board of Education yesterday re-elected Anning S. Prall president and George J. Ryan vice-president without a dissenting vote. Stephen P. Rayne was elected district superintendent to succeed the late Cornelius E. Franklin.

The board declined to grant a public hearing requested by the American Civil Liberties Union on alleged discriminations regarding speakers in school buildings. The complaint had particular reference to Dr. John Haynes Holmes, whose views were discounted by the board.

The board decided to do away with the standing committee system of doing business and go back to the committee of the whole system. A site on the east side of Second avenue, between Sixty-seventh and Sixty-eighth streets was selected for the Julia Richman high school.

## ALLOW \$7,500 FOR SONS' CARE


A report of Philip J. Sinnott, referee, recommended yesterday to Surrogate Bohanan the award of \$7,500 yearly to Mrs. Dorothy Kelly of Huntington, daughter-in-law of the late Eugene Kelly, banker, out of a \$581,000 fund left for the benefit of her two sons. She petitioned for the money to care for one of the sons, Robert J. Kelly, who though he is 13 years old, has the mentality only of a child of 7, she alleges, and needs so much money for nurses and tutor that her own income is strained severely.

# LEGATEES HERE WIN MORRISSY WILL FIGHT

Toledo Contestants for \$250,000 Estate Lose Suit.

Surrogate Foley yesterday dismissed a contest of the will of Thomas Morrissey, aged philanthropist, begun by relatives in Toledo, because Thomas J. O'Neill, their attorney, was again absent after the trial had been adjourned several times at his request. Mr. Morrissey left an estate estimated at \$250,000 when he died in the Catholic Club, where he made his home.

After small bequests to relatives and friends and employees of that club and of the New York Athletic Club, he left \$5,000 to John J. Cleary, 461 Fort Washington avenue, and \$10,000 to Lillian Woodington of 527 West 173d street, and named them residuary legatees "in view of their faithfulness to his interests while they were in his employ." The relatives had charged undue influence.



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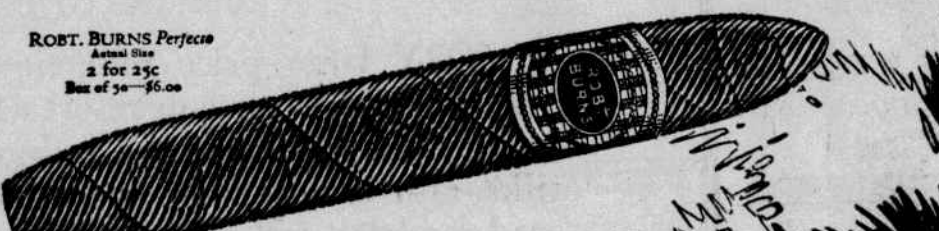
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